

IDAHO AVIATION REPORT

VOLUME 38, NO. 2

SPRING 1992



NEW CARETAKERS AT JOHNSON CREEK

When the snow melts from the runway and the landing surface is in condition to allow use, the Johnson Creek Airstrip will be opened for business by Ellis and Gladys Vawter, our caretakers for the 1992 season.

These native Idahoans hail from the panhandle area, having resided in St. Maries for the past 35 years, where they operated a successful auto parts store until selling the business and retiring in 1986.

Ellis has been an aviator since the early 1960's, learning to fly in a Champ. His first owned airplane was a Stinson, and he now flies a 150 hp PA-12 for pleasure. If you've seen the Wide World of Flying video featuring Idaho campsite airports you've seen Ellis flying in his red Super Cruiser N3758M. He didn't even realize he was a celebrity until someone showed him the video that Preston Westmormland made to publicize our airstrips.

Besides Johnson Creek, Ellis enjoys flying into other backcountry airstrips like Fish Lake and Moose Creek. Seeing the usual moose on final approach into Fish Lake is a favorite spectacle for him.

Both he and Gladys spent some time organizing and running an outfitters camp in Alaska near Bethel, in 1989. When you visit with them ask about some of the bear stories from that adventure. They will have added responsibilities of airport black bear control at Johnson Creek since they have the experience.

Ellis and Gladys are both looking forward to meeting new friends this year at Johnson Creek. They're excited about spending the summer at one of our most scenic airstrips and we're happy to welcome them. Be sure to stop and say hello when you visit Johnson Creek Airstrip this year.

IDAHO AVIATION CONFERENCE JACKPOT OR BUST

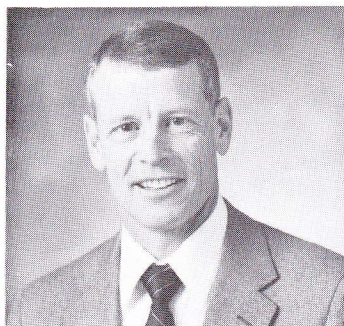
Final planning is underway for the Statewide Aviation Conference to be held in Jackpot, on April 25-26, 1992. The agenda is being set up to allow meetings and seminars on Saturday afternoon, with the Safe Pilot Awards brunch to be held on Sunday morning at 10:00 a.m.

We are delighted to announce that Dave Sclair, publisher and editor of the General Aviation News and Flyer, will be our featured speaker at the Sunday brunch and awards presentation. Dave and his wife and co-publisher Mary Lou, will also be available to take part in the Saturday afternoon seminars addressing the future of general aviation and women in aviation.

We are also fortunate to have John Goostrey available to conduct an FAA Wings Safety Seminar on Saturday. John is Idaho's favorite Safety Program Manager, and he always puts on an informative and easy to listen to program.

Take note of the information you have received regarding the reservations for this premier event. We only have 100 rooms set aside, so if you intend to come to Jackpot to have a great time with all of us, book now!

**LET'S
GET
THERE!**



CHIEF'S BRIEF

BUREAU GOALS

During this year, the Bureau of Aeronautics will be working to achieve a number of important goals. Some of the major ones are listed here for your information and comment:

- We will work to increase general aviation activity and promote further growth of aviation organizations.
- We will emphasize flying safety programs aimed at reducing aircraft accidents in the state.
- We will take a planned approach to maintaining and upgrading the state-operated airports.
- We will implement a plan for additional navigation aids and weather reporting sites.
- We will seek ways to increase Bureau's revenues and to improve our efficiency.
- We will work to keep existing public air access sites open and to add new ones.
- We will try to provide an outstanding degree of customer satisfaction.
- We will try to increase the number of youths choosing aviation careers.
- We will try to increase user involvement in Bureau goals through volunteer programs.

- We will try to identify new social, environmental, or aerial obstruction issues which could be detrimental to airports or aviation.

These goals are some of our emphasis areas, but not the only things we will be doing. A large number of our usual activities are not listed here, but will be performed as usual.

If you have any comments or suggestions on these emphasis areas or any of our other activities, we will gladly listen to you.

CASCADE RESERVOIR

A recent meeting between the U.S. Bureau of Reclamation (USBR), Vaughn Jasper, the Bureau of Aeronautics, and members of the Idaho Aviation Association moved the principal parties closer to a formal resolution of the Cascade Reservoir airport question. Mr. Jasper and the USBR discussed concepts for an agreeable exchange.

As I've reported several times in the past, the state aeronautics department operated the airfield from the mid-fifties until 1972. This recreational airfield was the most popular in the state, but was closed in 1972. Since then the Bureau, USBR, and aviation interests have been working together to reopen the facility.

The parties involved have been open and cooperative in exploring a fair settlement. I am confident that before long, mutually agreeable terms will be found, and the public's prior aviation investment will be restored.

NANCY RETIRES

Long-time Aeronautics employee Nancy McConaughy retired recently after a 27-year career with the Idaho Transportation Department. Nancy devoted the last half of her career to Aeronautics, where she rose to meet such challenges as mountains of paper, computer down-days, drawn-out aerial searches, a couple of recessions, an unruly staff,

growing bureaucracy, and obnoxious administrators!

As head of administration and financial services, Nancy worked hard to improve Bureau programs and protect your aeronautics dollar. She also put her strengths to work in our other program areas, offering countless suggestions and ideas on how to do things right.

Please join all of us here in wishing Nancy good times and good fishing, and THANKS for a job well done!

AIRPORT CAMPGROUND FIREWOOD PROGRAM REVISITED

Many of you have had the unique opportunity to enjoy the campground facilities at several of our State airstrips. While the amenities may be something less than you'd find at your local Ramada Inn, you can't taxi your airplane right next to your room at the motel.

In order to continue to provide as many resources as possible for your comfort and enjoyment, some areas of service may have to be reduced.

That brings us to the issue of the firewood supply. Beginning this year, we will ask our campground visitors to collect their own firewood for use in campground firepits. Areas will be designated for cutting and gathering wood, and the airport caretakers will help get you located in the proper area.

We encourage everyone who intends to use these campgrounds to be prepared to find your own firewood. Remember to pack an axe, hatchet, or saw on your next trip in so you'll be able to fully enjoy the Idaho airport camping experience.

**SEE RELATED
ARTICLE ON
PAGE 7**

INTERNATIONAL AVIATION ART CONTEST

Young Idaho artists are hard at work to meet the mid-March deadline for this year's International Aviation Art Competition. The theme for the 1992 event is "My Favorite Air Sport", and we have already received several imaginative renditions.

Each year, youngsters from age 5 to 16 are challenged to demonstrate their knowledge of aviation by participating in this contest. The primary sponsorship this year has been taken up by state aeronautics agencies, however, the FAA is still a co-sponsor for the event.

We expect Idaho youngsters will be very competitive this year. You may remember that in the 1991 contest three young Idaho ladies were regional winners and one of them, Lisa Hering of Letha, was successful in the national competition.

Regardless of the finish, it is important that we keep the kids aware of and involved in things related to aviation. Take the time in your own life to get a kid hooked on airplanes.

NORTH TO ALASKA? FREE TRIP KITS AVAILABLE

TRANSPORT CANADA has provided the Bureau of Aeronautics several packets containing information related to flights to Alaska along the Alaska Highway.

The packets include brochures on flight planning, navigation and navigational aids, weather, and safety. One booklet identifies airports along the route complete with historical and facilities information.

Planning a trip along this route? We'll send you one of these useful trip kits. There is no charge, so it's a good investment in safety that will only cost you a little time.

'92 BOISE RIVER FESTIVAL INCLUDES AIR FAIR EVENTS

The Second Annual Boise River Festival will offer a wider variety of interesting attractions for the entire family this year. The festival, which is already recognized as one of the top 100 events of its kind in the U.S., will be held on June 26-28 this year. Air Fair activities will take place on Saturday and Sunday.

In conjunction with ground and air displays, the FAA and Bureau of Aeronautics will conduct safety seminars and lectures. These programs will be scheduled around performances by professional airshow teams such as the Red Baron Pizza Squadron, the Bud Lite Micro Jet, and Bill Warren and the Daring Damsels.

The Warhawk Museum in Caldwell will be staging their warbirds static display on the BIFC ramp, which will also be "show center" for the aerial events.

We expect there will be very limited parking available on the Boise airport for fly-in visitors. However, arrangements are being made to provide bus transportation between Caldwell and Nampa airports to Boise.

This will be a major aviation event. Come out and enjoy all the activities for the River Festival and the Air Fair.



TAXIWAY REFLECTORS

The Friedman Memorial Airport Manager has a number of used yellow and blue taxiway reflectors that he wishes to dispose of. If you are interested; contact Todd Wirthlin at (208) 788-4956.

MOUNTAIN FLYING SEMINAR

The 1992 "River of No Return" Mountain Flying Course will be conducted on June 11-14, 1992 in Challis, Idaho.

This fifth annual event will provide aviators of various experience and skill levels the opportunity to learn how to operate their aircraft safely into and out-of the rugged Idaho backcountry airstrips such as Thomas Creek, Loon Creek and Cold Meadows.

The course consists of both ground and flight instruction under the supervision of some of the Northwest's most highly skilled and qualified professional backcountry aviators. The course includes ground instruction plus a minimum of four hours of flight instruction in the student's aircraft.

There are certain limitations regarding the number of applicants for the flight training portion. However, the ground school attendance is free and not limited to the number of students allowed to participate.

Specific information regarding minimum recommended aircraft horsepower rating, pilot experience, local facilities and application for attending is available by contacting Bob Plummer at Bob's Aircraft, Box 525, Challis, ID 83226, (208) 879-2364.

STANLEY CTAF CHANGE

The Common Traffic Advisory Frequency (CTAF) is being changed from 122.8 MHZ to 122.9 MHZ as of April 1, 1992. This change is being made due to the past conflict of pilots using both 122.8 MHZ and 122.9 MHZ to broadcast their airport intentions.

Use 122.9 MHZ to announce your position, landing and takeoff intentions; 122.8 will still be available for ground support requests, transportation, etc.

SPRING WARM-UP: READY, SET, GO-FLY SAFE

When springtime arrives, most people with airplanes start thinking of camping, fishing and sightseeing. Mountain flying requires planning each flight with precision and care. Each year someone fails to do this and an accident results.

Let's discuss three planning factors that are often neglected: weather, navigation and the pilot factor.

Weather remains one of the leading causes of accidents in Idaho. The springtime fast-moving frontal systems can rapidly change a VFR day into IFR. Do not try to fly VFR in IFR conditions.

Wind must be considered prior to flying the mountains. A good rule is, wind above 20 to 25 knots, don't go. Wet/muddy runways must be considered when computing take-off performance. Consult your aircraft manual for take-off distance and climb performance.

Navigation is a factor in at least one accident per year. Turning up the wrong canyon or attempting to land at the wrong airport are two of the obvious results of navigational error. LORAN C is an excellent tool, however, be aware there are some built-in traps to catch the less than alert pilot. When programming your LORAN be sure the latitude and longitude are correct. Also, ensure the airport you program is the one you want. Remember, the FAA-associated city that is shown in the upper left corner of the Idaho Airport Facilities Directory may not be anywhere near the airport.

An example of this is Thomas Creek, where Stanley is the associated city. It could be a shock to have Thomas Creek in your LORAN and think it is Stanley. This seems so ridiculous that no one would make that kind of mistake, but it has happened. There is no substitute for good pilotage.

Pilot error, the last factor, appears to most pilots as a catch-all for accident investigators who can not find any other cause for an accident. In spite of what we think, pilot error is a factor in 97% of all accidents. It may be a poor pre-flight, poor planning, no weather brief or other seemingly unrelated factor. The pilot is always the most important part of the formula for any successful flight. A good pre-flight of the pilot before each flight, by the pilot, makes good sense. If you are not ready to fly, admit it and stay home.

The accident rate in Idaho has been declining over the last few years. Our goal in Idaho is zero accidents each year. Every pilot needs to take a few minutes and honestly evaluate how he or she conducts each flight. Let's eliminate three of the major cause factors of accidents and Idaho will be much closer to the zero accident goal.

KALISPELL FAMILY FLY-IN

ATTENTION AVIATORS, the Sixth Annual Family Fly-In will be held in Kalispell, Montana July 10-12, 1992. This year's fly-in will feature an assortment of aviation safety lectures, a density altitude clinic and as yet-to-be-announced guest speakers.

The family fly-in event offers an excellent opportunity to combine a family outing with the added benefit of excellent aviation safety training. Kalispell offers excellent camping at your aircraft or you can rough it at one of the motels next to the airport. If you have any questions, please contact the Idaho Bureau of Aeronautics at (208) 334-8775 or John Goostrey of the Boise FAA office at (208) 334-1238.

FOUR NAMED FOR HALL OF FAME

The Idaho Aviation Hall of Fame has selected four aviators as the first inductees into the Idaho Aviation Hall of Fame. A special award banquet on Monday, April 6 will celebrate the aviation achievements of Walter Varney, Bert Zimmerly, Penn Stohr, and Chet Moulton.

Varney and Zimmerly are best remembered for their commercial airline achievements; Stohr for pioneering work in Idaho backcountry; and Moulton for developing the state's airport system and Aeronautics.

Honored guests at the noontime event at the Boise State University Student Union Building will include Penn Stohr, arriving by Tri-motor, members of the Bert Zimmerly family, Chet Moulton, and others. The April 6 date is also famous as the date Varney Airlines launched the nation's first commercial mail service flight from Boise in 1926. For more information call 334-8775. Everyone is invited to attend.



NEW IDAHO PILOTS AND RATINGS

NAME	RATING	CFI/EXAMINER
John Mulberry	Private/ASES	Linn Hower
Kyle Peterson	Private	Jerry Terlisner
Bill Slade	Private	Gene Mussler
Steve Wackerli	Private	Bob Jones
Craig Jackson	Private	Mike Lesperance
James Haney, Jr.	Instrument	Bob Jones
Mike Schmoll	Private	Keith Merrill
John Jolley	Private	Terry Johnson
James Dale	Private	Kristin Houchin
Carl Cederquist	Commercial	Scott Zenonian
Pat Shanafelt	Private	Sean Derrick
Richard Harper	ATP	Rudy Bertsch
Don Whitten, Jr.	Private	Craig Nichols
Ralph Squires	Private	Craig Nichols
Robert M. White	Private	Russ Fishback
Tony R. McDonald	Private	Russ Fishback
Glen L. Allen	Private	Russ Fishback
Thomas A. Ricks	Private	Russ Fishback
Rob L. Herndon	Private	Russ Fishback
Donald L. Milbourn	Private	Russ Fishback
Dustin L. Holton	Private	Russ Fishback
John D. Echeverria	Private	Russ Fishback
James F. Mathews	Private	Russ Fishback
Glenn P. Summa	Private	Russ Fishback
Kevin R. Sulgrove	Private	Russ Fishback
John Newport	Instrument	Eric Gilman
James Phillips	Instrument	Kurt Chesley
Craig Robinson	Private	Dean Bodily
James Keith	CFI/Instrument	Melvin Wagoner
Theodore White	Instrument	Eric Gilman
Daniel O'Brien	Private	Eric Gilman
James Heydon	Commercial	Greg Herbert
Richard Corn	Commercial	Jerry Wilda
Jerry Booth	Instrument	Eugene Gunderson
Robin Miller	Private	Melvin England
Johnny Azzola	Private	W.L. Lane
John Winter	Private	Kurt Chesley
Brian Fahey	Commercial	Scott Gunter
James Ellis	Instrument	James Howeston
John Newport	Multi-engine	Melvin Wagoner
Michael Marquette	Instrument	W.L. Lane
Craig Hansen	Private	Virgil Schultz
Scott Kesl	Commercial/Inst.	Terry Riedel
Robert Stone	Instrument	Rudy Bertsch
Brooke Schatz	Private	Rudy Bertsch
Carolyn Martell	Instrument	Dave Rooda
Rusty Warbis	Multi-engine	Bruce Winn
Tim Castro	Inst./CFI	Rudy Bertsch
Jim Harveston	Inst./Multi-eng	Wayne Gammel
Barney Hardin	Multi-engine	Robert Tuning
John Buchan	Multi-engine	Darrin Towe
Jeff Fulcher	Private	Dave Rooda
Allen G. Bryngelson	Private	Travis Tilby
Barbara Every	Private	Rick Robinette
Thomas Max Gallup	Multi-engine	Melvin Wagoner
William L. Porter	Private	Checker Tuttle
Elaine R. Phillips	Commercial/M.E.	Betty W. Bell
Francis Halvorson	Private	Art Lazzarini
Laurence Shumarad	Commercial	Gerald Green
Marvin Gregersen	Commercial	Larry Lundin
Michael T. Halverson	Private	Art Lazzarini
Gilbert T. Sluder	Private	Thomas Sullivan
Loren T. Doxey	Private	Art Schlundt

EMPIRE AIR ASSISTS SEARCH EFFORT

The recent two-sate SAR event in the Lewiston area was immeasurably aided by Mel Spelde and the good people at Empire Air Lines in Coeur d'Alene.

Because the search team was largely made up of Civil Air Patrol personnel from the Coeur d'Alene area, Empire donated seats to move people back and forth on the run between Lewiston and Coeur d'Alene.

We all take our hats off to Mel and his first class organization. They truly are IDAHO'S AIRLINE.

NORTH IDAHO WEATHER SAFETY PROGRAM

A three-part series on weather-related aviation safety is scheduled at the Coeur d'Alene Resort. Watch for announcements soon for these free seminars. Jointly sponsored by the AOPA Air Safety Foundation, FAA, and Bureau of Aeronautics, the program addresses the factors that are most crucial to preventing general aviation weather-related accidents.

- April 20 - Weather, Flight Planning and the Pilot
- May 18 - Go/No-Go Weather Decisions
- June 22 - Evaluating In-flight Weather



Idaho
Transportation Department

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Member WILLIAM PARISH

Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705
(208) 334-8775

A THUNDERSTORM REVIEW FOR IDAHO PILOTS

by Michael E. Campbell
Aviation Meteorologist, NWS
Forecast Office Boise, Idaho

Thunderstorms produce the greatest forces in the atmosphere. They are spectacular to observe from a safe distance and can be frightening, even deadly, up close. Lightning strikes can heat nearby air to 54,000 degrees Fahrenheit! Hailstones weighing more than four pounds and thunderstorm updrafts exceeding 100 mph have been documented!

Thunderstorms are defined as cloud masses, usually cumulonimbus, from (or in) which electrical discharges create thunder. Thunderstorms are the most dangerous atmospheric phenomenon to aviation, producing the entire gamut of aviation weather hazards: IFR, mountain obscuration, turbulence, icing, lightning, and low level wind shear (LLWS). In addition, thunderstorms can produce downbursts and tornadoes. Although hazards associated with thunderstorms in Idaho are usually not as extensive as those in the eastern two thirds of the United States, one or more of them can be deadly to a pilot.

There are three necessary ingredients for thunderstorm development: moisture, instability, and lift. Thunderstorm characteristics in Idaho vary during spring and summer. In spring, and later winter, thunderstorms are low based with relatively low tops (generally less than 25,000 feet) and can be embedded in a larger cloud mass. Moisture, instability, and some of the lift are usually provided by larger scale weather systems.

Summer thunderstorms are generally higher based, have much higher tops (35,000 feet and higher), and are more isolated in aerial coverage than spring thunderstorms. Moisture is more limited in the summer with much of the lift produced by surface

heating. Surface heating also enhances (or sometimes creates) instability. Mountain topography effects on thunderstorm development are evident in both seasons.

Thunderstorms can produce extremely hazardous microbursts (see illustrations). A microburst is defined as a small downburst with its outburst winds extending only 2.5 miles or less. Studies have shown that wind shear (headwind to tailwind) through microbursts is often in the 50 to 100 mph range, with extreme cases in the 150 to 200 mph range! Although microburst can occur in high or low based thunderstorms, microbursts occurrences in Idaho are usually associated with high based (dry) summer thunderstorms.

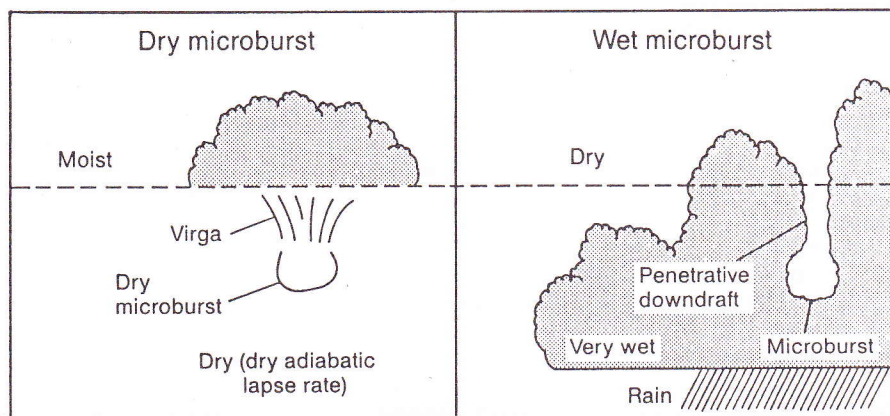
Since summer thunderstorms in Idaho are often high based, flight under them may be tempting to some unwary pilots.

Pilots should keep in mind that the appearance of high based thunderstorms is exactly the reason they can produce microbursts.

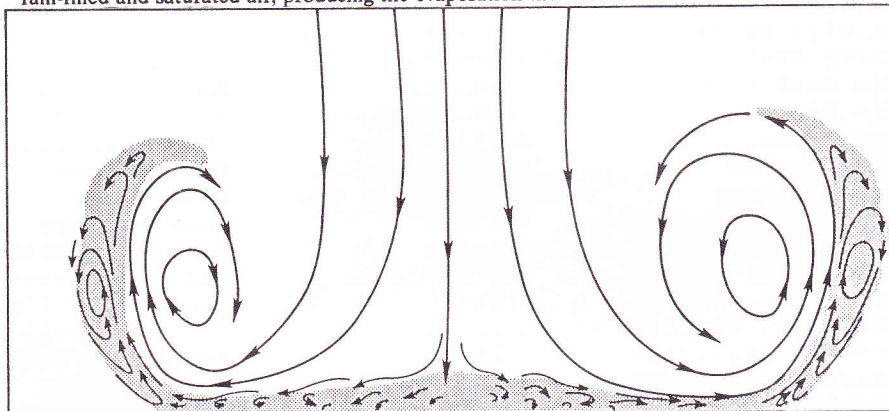
Rain showers falling from the base of the thunderstorm quickly evaporate in the warm and dry air below. This evaporation process appears as virga. The resultant evaporative cooling further accelerates the existing downdraft.

If these (and other) processes persist, a downdraft can eventually become a downburst and ultimately a horizontal microburst. In the air, pilots can often identify microburst by a circular dust pattern on the ground below a high based thunderstorm.

Pilots are urged to give **ALL** thunderstorms a wide berth and **NEVER** attempt to fly under a thunderstorm.



Conceptual models of environmental opposite extremes associated with microbursts. (Left) The dry extreme is characteristic of semi-arid regions of the west, where rain showers virtually evaporate before reaching the surface, but nevertheless produce destructive winds. (Right) The wet extreme is characterized by a dry source layer that ejects pockets of dry air into underlying rain-filled and saturated air, producing the evaporation the can result in a microburst.



Cross section of a conceptual vortex ring model of a microburst. The shaded portion is the friction boundary layer that contains vorticity opposite to that of the descending ring.

STATE AIRPORT RECREATIONAL FACILITIES

With spring almost here, many of you will be heading for the backcountry for a little "R & R".

Over the last three years the Bureau, with the help of dedicated volunteers, has made considerable improvements to our state airport recreational facilities. These airports provide an opportunity to practice your backcountry flying skills, partake of a picnic lunch, do a little fishing, or bring your camping gear and spend a few days exploring the surrounding territory.

Listed below is a list of current recreational facilities at our state airports. Hopefully the list will assist you in your trip planning. Happy Flying!

BIG CREEK

Three campsites with tables, stoves, and one toilet. Cafe and lodging adjacent.

BRUCE MEADOWS

One campsite with table, stove, and toilet.

CAVANAUGH BAY

Three campsites with tables, stoves, toilets, and drinking water. Courtesy car available. Summer caretaker. Cafe, lodging, boating, and swimming nearby.

GARDEN VALLEY

Three campsites with tables, stoves, and toilets. Cafe located approximately one mile west.

HENRY'S LAKE

One campsite with table, stove, and toilet. Fishing, boat rentals, cafe, and lodging available in general area.

JOHNSON CREEK

Twenty campsites with tables, stoves, and fire pits. There are three toilets, shower facilities, and drinking water. Courtesy car available. Summer caretaker. Cafe and lodging located in Yellowpine approximately five miles north.

MAGEE

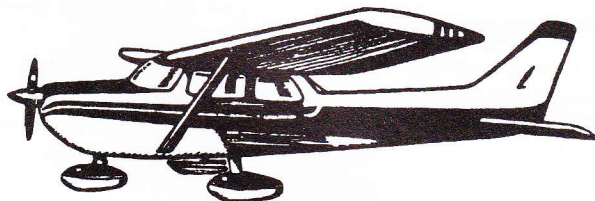
Two campsites with tables, stoves, and fire pits. One toilet.

SMILEY CREEK

Three campsites with tables, stoves, drinking water, shower facilities, and toilets. Courtesy car available. Summer caretaker. Cafe and lodging located nearby.

WARM SPRINGS

Three campsites with tables, stoves, drinking water and one toilet.



CALENDAR OF EVENTS

Date	Activity	Location/Contact
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April

1	User Mtg.-FAA	Boise FAA Office John Goostrey/334-1238
25-26	Idaho Aviation Conference/Safe Pilot Awards	Jackpot, NV John Maakestad/334-8775

May

6	User Mtg.-FAA	Boise FAA Office John Goostrey/334-1238
30	IAA Fly-In	Johnson Creek

June

3	User Mtg.-FAA	Boise FAA Office John Goostrey/334-1238
11-14	Challis Mtn. Flying Seminar	Challis, ID Bob Plummer/879-2364
12-14	Flight Instructor Refresher Course	Salt Lake City, UT -AOPA- (301) 695-2156
20	IAA Fly-In	Murphy Hot Springs
26-28	Boise River Festival Air Show	Boise, ID R. Roberts/383-3110

July

1	User Mtg.-FAA	Boise FAA Office John Goostrey/334-1238
10-12	Family Fly-In	Kalispell, MT John Goostrey/334-1238
25	IAA Fly-In	Cascade Reservoir

August

22	IAA Fly-In and Barbecue	Big Creek Airport
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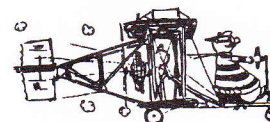
September

5	IAA Fly-In	Smiley Creek Airport
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October

10	IAA Fly-In	Graham USFS Airstrip
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Any organization wishing to have their meetings or activities published in the *Idaho Aviation Report* may contact Ray Glidden, Idaho Bureau of Aeronautics, at (208) 334-8775 or write to 3483 Rickenbacker Street, Boise, ID 83705.



NOTES FROM THE PAST

The following column was extracted from the Search and Rescue column of the old Rudder Flutter, March 1954 edition:

"On February 12, Ronald Hammond, pilot, and Carl Packer departed Idaho Falls for Denver with a load of forty chinchillas. They reported over Blackfoot Reservoir by radio that "all was well" but encountered building weather within a few minutes and started a return to Idaho Falls.

Hammond advises he found lowering clouds had reduced his operating altitude to the point he couldn't reach out with his radio nor could he get back into the Snake River Valley. He decided to circle a likely looking landing area not too far distant from several small cabins--either to wait out the weather or land if need be. When it started to snow, they set down only to turn turtle when hitting a 2-foot drift.

Neither the occupants or chinchillas were harmed. The men spent the night in a sheep wagon--the chinchillas were left in the plane. The nearest opened road was approximately 20 miles to the NW at Bone.

Search efforts were initiated the following morning but heavy winds with strong gusts hampered flying until noon. Within an hour after assigning afternoon search areas, pilot Dean Gneiting of Idaho Falls returned with the good news of locating the missing craft and men. Both he and his observer said they had never experienced anything in life that made them feel so good inside as to locate these men and report them O.K.

Sandwiches and a note were dropped with instructions to wait for a weasel which was trucked to Bone and thence on its own power to pick them up. The weasel and crew were provided by the state highway department and reached Hammond and Packer about dark."

We can all appreciate what Hammond means when he writes "I know that planes from three states aided in the search and I would like to express my appreciation for their efforts, if I knew who and where to start."

In reading this story, you can track the decision making process that first got them into trouble, then the decision to get on the ground that probably saved their lives. Others have not been so lucky. Overall, some things don't change so much through the years do they!

**Idaho Bureau of Aeronautics
3483 Rickenbacker
Boise, ID 83705**

(ADDRESS CORRECTION REQUESTED)

BULK RATE U. S. POSTAGE PAID Boise, Idaho Permit No. 143
